THE SEVENTH DAY.

1st March 1926.

The Assembly met again at 11-30 A. M., on Monday, the 1st March, 1926.

109. Needs of the Quilon taluk. Group I.

MR. V. RAMAN PILLAI (*Member, Quilon taluk, Group I*) said that the road leading northward from the Quilon public offices should be connected with the road leading from the Quilon English High School westwards. There was already a lane there. But it should be widened and made fit for cart traffic. The portion of the road near the Kacherikulam was somewhat dangerous. The proposed work would also minimise the distance between Tevalli and the public offices. The level of this road for a distance of about 100 yards should also be raised to prevent stagnation of water during the rains. The cost would not be much.

The construction of roads on either side of the Quilon canal from the Tuet Forest Depot to the Kochupilamudu bridge as in the case of the Alleppey Commercial Canal would facilitate trade and improve the sanitary condition of that part of the town.

There was a village road from Paravur market to Kappil. This should be made a public road in view to facilitate wheeled traffic and develop the coir and copra industry of the villages between the two important places.

The canoes from Alleppey and other places land at Aravila. The improvement of the road from the landing to the Kavanattu market would greatly facilitate trade. It would also encourage *copra* and *coir* industry in the locality. Similarly, the village road between Anchupilamudu and Peruman landing should be improved.

The Kottayattukadavu, known also as Tevalli landing, was an important and largely used ferry. There were at present three canoes employed. The people on the other side of the backwater had no other means of crossing over to Quilon. A bridge should be constructed, but, if that was not possible, at least motor *junghars* should be provided.

The rain water collecting in the Chittumala *chira* often caused damage to the paddy fields lying all round. There was no means of draining the water from that *chira*. But there were traces of the existence of a channel from that *chira*. If the Kottavatukkal channel near Dharmakuzhi was cut open and the waters allowed to escape into the Kumpalam backwater, the damage could be averted. The water overflowing the Tottikara dam was also a source of danger to creps. The level of the dam should be raised by one foot. The sluice at Muzhiyil should be broadened in order that the water collected might find its way out sooner.

The road leading eastwards from near Kalluvatukkal rock to the Velinallur market was in a bad way, but, if improved, it would develop the trade of the locality.

There was a Munsiff-Magistrate's court at Paravur sometime ago, but it was abolished. As there was a charging station at Paravur, the safety of the people required that there should be a Magistrate's court also. If the establishment of a Magistrate's court there was not considered feasible, the police charging station should be reduced into an out-post.

DEWAN'S REPLY: Mr. Raman Pillai, your first point relates to the linking of the road that leads northward from the eastern side of the Quilon public offices with the road that leads westward on the northern side of the Government English High School. This area is entirely within the Municipal limits; and it is a matter for you to represent to the Municipality. They should undertake the work, especially as they are collecting the tolls.

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2. Your second point is about the Rama Varma Club Road. This too is a matter really for the Municipality. The road is 1090 feet long, and it is being maintained at Rs. 150 a mile. This work too will have to be attended to by the Municipality. There is, as you know, the question of handing over minor roads to the municipalities; and when this road is handed over to the Quilon Municipality, they might take up the question.

3. Your third point is about construction of roads on both sides of the canal from Tuet Depot to the Kochupilamudu bridge. That also is a matter for the Municipality; but it will be a rather costly affair; and if the Municipal resources are not equal to this expense, the Municipality may come up to the Government with an application for financial assistance. The Government have called for an estimate for improving this as a foot path and if the Municipality will meet half the cost, the work may be taken up.

4. The next point is about the improvement of certain roads. The first road you are talking of is about the road from Paravur market to Kappil. As a matter of fact there is no road at present; there is only a foot-path. I may tell you that there is railway communication in that direction, and there is no real need for the road; but if you still require a road, I would suggest that you ask the ryots to take it up under the Ryots' Roads Rules.

5. Another request is about the improvement of the road from Kavanattu to Aravila landing. You know this matter came up before the Government at the twentieth session of the Assembly and the reply given was that, if the people will provide 22 ft. of land, the Government will construct the road. The Chief Engineer has already taken up the question of investigating it and he will do the needful.

6. Then you want to improve the road from Anchupilamudu to Peruman landing. The present road has already been improved by the ryots under the Ryots' Roads Rules and the maintenance will be taken up by the Public Works Department who are going to apply to the Government for money.

7. Then you come to the question which has been agitating the minds of the Quilon public for some time, namely, a bridge from Kottayattukadavu to Tevalli landing. That subject too came up before the twentieth session of the Assembly and the then Dewan threw cold water over the idea; that was inevitable when you know that there is a long stretch of water; there are currents, the water is very deep, and a bridge is an expensive matter. But, as an alternative, if you want only a ferry service, then the Government will request the Chief Engineer to report what the cost of establishing a motor ferry service will be. Such a service may be established if the people are willing to meet half the cost.

8. With regard to the cutting open of the Kottavatukkal channel near Dharmakuzhi, this work was investigated by the Public Works Department and an estimate showing the probable cost has been placed before the Chief Engineer, and the Chief Engineer after examining it will bring it up before the Government.

9. With regard to the raising of the level of Tottikara dam, here too the Chief Engineer has forestalled your request by calling for an estimate after investigation. You may be sure this will come up before the Government sooner or later in a practical shape.

10. Then you want the sluice at Muzhiyil to be widened. Rs. 4,000 has been provided for this work in the current year's budget and the Chief Engineer will see that the work is started as early as possible.

11. Your next point is about the improvement of the road from Kalluvatukkal rock to Velinallur. The Government are quite willing to take up the road under the Ryots' Roads Rules if the people will improve it and widen it suitably for cart traffic.

12. Then we come to the last point, that is, the establishment of a Munsiff-Magistrate's court at Paravur or the reduction of the Paravur police charging station into an out-post. The High Court do not consider it necessary to appoint a

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Munsiff-Magistrate there. You say that if Government cannot do this, the powers of the police be reduced by converting the charging station at Paravur into an outpost. I quite understand why you do not want people to be charged; you want the people who are charged to be taken before the Magistrate immediately. But there is also the police point for consideration, namely, the man who has committed a crime should be charged and locked up. You have to consider this point also before you advocate the reduction of the Paravur police charging station into an out-post. Further, when you go to the people, they do not say that they do not require this station; the great majority of the people are content with it.

110. Needs of the Quilon taluk. Group II.

MR. R. RAMAN PILLAI (*Member, Quilon taluk, Group II*) said that between Quilon and Mukhattala, there was already a six feet trace. It should be widened and converted into a public road as there would be much wheeled traffic on account of the importance of the locality. The people were prepared to surrender the lands required for the purpose without compensation. The road from the sub-registrar's office at Kundara leading to the Kanjirankod landing was very dangerous and should be widened as there was heavy traffic along that road. The road from the western side of the sub-registrar's office to the Kallada-Kundara road was not properly maintained. It should also be improved by constructing one or two culverts. A road from the 6th mile, 2nd furlong, of the Quilon-Shencotta road to Puyapalli *via* Nedumankavu would open up the country and develop the agricultural resources of the locality. A bridge at the Tevalli landing was of the utmost importance and should be arranged for without delay. The waters in that portion of the backwater were very deep and many children from the other side of the backwater had to cross over to Quilon to attend school.

In regard to the agricultural needs, the following works had to be undertaken:—

(i) Sluices and culverts at the southern and western outlets of the Kundaman *chira* in Adichanallur *pakuthi* had to be provided so that the *chira* might be of use for irrigating the adjoining paddy fields. The water collected in the *chira* was now being wasted.

(ii) The East Kallada *pakuthi* was a water-logged area, and it was particularly so when the Kallada river was in floods. The damage caused to the crops by flood water could be averted if a channel was constructed across the Paricheri hill to drain away the water into the Ashtamudi lake.

(iii) The Chittumala *chira* was a natural reservoir which could be made use of for irrigating the surrounding area. A scheme for the proper utilisation of the water collected in that *chira* should be prepared and worked out.

In a central place like Quilon, the opening of an agricultural school and farm would be very useful. Several places of minor importance had them. There were also sufficient facilities for opening a farm there.

In regard to medical relief, he said that a departmental or aided Ayurveda hospital and dispensary as also two or more *vaidyasalas* should be established in the Quilon town as the District Hospital was not found sufficient to meet the demands of the people.

A new railway station should be opened at Karikod, a place between Kundara and Quilon. The Trivandrum Express should halt at Kundara which was by no means an unimportant station.

The place where the Kundara Police out-post was established was out-of-the-way. It would be more useful to the people should it be shifted to some site nearer the Kundara railway station.

The Stationary Magistrate's court at Quilon was inconveniently located. It was far away both from the District Court and other offices. It should be shifted to the premises of the District Court.

The Public Offices at Quilon were located in the old buildings. The crowding of several offices there was a great inconvenience. Additional accommodation should therefore be provided by constructing additional buildings.

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